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1-12. (CANCELED)

13. (CURRENTLY AMENDED) A continuously variable vehicle transmission (1) having a variator (2, 3, 23) transmission for continuously variable ratio adjustment and a multi-step transmission (4) with at least one input shaft (7) and an output shaft (8) shaft and at least two forward gears and at least one reverse gear, ◆◆

wherein in said multi-step transmission (4) ~~a reversal of direction of rotation takes place between~~ said input shaft (7) and said output shaft (8) rotate in opposite directions of rotation using the at least two forward gears and the at least one reverse gear ~~takes place without reversal of direction of~~ occurs by rotation between of said input shaft and said output shaft (11) in the same direction. ◆◆

14. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein ~~as the~~ variator comprises one of a cone pulley belt drive transmission (2) and a two-way toroidal drive (3) ~~having, a variator~~ input shafts (5, 16) and a variator output shaft ~~[[s]]~~ (6, 21) exhibiting the same direction of rotation, and ~~wherein the output shaft of the multi-step transmission (4), is reversed in [[its]] direction of rotation by a gear set (12).~~ ◆◆

15. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 14, wherein said variator input shafts (5, 6) ~~of said variator (2, 3) and said output~~ output shafts (16, 21) of said multi-step transmission (4) are disposed side by side in parallel. ◆◆

16. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein said variator is a one-way toroidal drive (23) and a reversal of direction of rotation takes place in said variator ~~[[ (23) ]]~~ between ~~[[an]]~~ a variator input shaft (5) and ~~said~~ a variator output shaft (6) of the toroidal drive (23). ◆◆

17. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 16, wherein said variator input and output shafts (5, 6) ~~of said variator (23) and said input and output~~ shafts (7, 8) of said multi-step transmission (4) are disposed coaxially consecutively. ◆◆

18. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein said input shaft (7) and said output shaft (8) of said multi-step transmission (4) are coaxial to each other and situated on one or both sides of a housing of said transmission (4). ◆◆

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cont

19. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein said multi-step transmission (4) is a planetary transmission.

20. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein a shift clutch of said multi-step transmission (4) is a starting clutch.

21. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein said multi-step transmission (4) is power-shiftable designed.

22. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein two forward drive ranges are shiftable and have an overlapping range (27).

23. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 14, wherein two forward drive ranges are shiftable and have an overlapping range (27).

24. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 23, wherein a change of the drive range as group shifting is possible, there simultaneously occurring a stepped shift in said multi-step transmission (4) and a ratio adjustment of said variator (2, 3, 23).

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